

Baltimore, Md., June 29, 1911.

The Board of Public Works met, this date, in the Governor's Office, in the Union Trust Building, at 1:30 P. M.

Present: Governor Crothers, Comptroller Clagett and Treasurer Vandiver.

The matter of the pool table license, opinion in which has recently been handed down by the Court of Appeals, was referred, on motion of Gen. Vandiver, seconded by Comptroller Clagett, to the Attorney-General for his advice in the premises.

Messrs. Frank B. Jones and William A. Carr, of the Washington, Chesapeake & Potomac Railway Company, appeared before the Board in the matter of the Southern Maryland Railroad.

Mr. Carr stated as follows:

"There has been a project that has been considered for a great many years in reference to the development of the railroad rights granted to the old Southern Maryland Railroad. A great deal of money has been spent towards the location of it. It has a charter right that runs from Washington to the mouth of the Pautuxent River, and from there to Point Lookout, and that gives entrance into the District. We have already exercised the right in the District of Columbia, having built two and a half miles of road bed, and that is now being used. Then we have a right to run from there to Mechanicsville, and then we have 25 miles already built and constructed that is being now operated practically under a traffic agreement with the Pennsylvania road. That line has developed rapidly. Its increase in traffic in the last few years has been almost doubled.

There are in that section of Maryland three counties that have a population of over 100,000 people, and each are without railroad facilities. I do not believe that there is a section in the United States with this population that is without railroad facilities. The lack of it is the cause of the proper development of the resources of that section of the country.

We have had, several times, some splendid engineer's reports as to the necessity for the development of the resources of the country, and also dealing with the question of what

success could be made as far as a railroad project would be concerned. I have a report in my hands here that is made by the Assistant Engineer of the Pennsylvania some little time since, and I have a more recent one made within the last few days. And this shows that a railroad following the hold lines of the charter would, from a railroad standpoint, be an immediate success.

There is at the mouth of the Pautuxent River the best harbor on the coast. The largest vessels can come up within a few feet of the shore line, so that there would be such thing as drainage. The Government has been considering the question of placing a Naval station there.

The only crops that they can raise are those that can be hauled by slow transportation. And from the reports that have been made by the engineers it is shown that soil is adaptable to the producing of many other crops, such as berries, etc., and by having a railroad it would help to develop the richness of that section, which is at the present time neglected. There is always a great deal of lumber, for instance, the report shows that something like 100,000 ties are cut and shipped, and of course they are handicapped, and this is the case in a great many instances. Then, there is the oyster industry which would be greatly accelerated, by having the opportunity to get to the markets of three large cities. This line would put that section within two hours reach of a large city, so that it seems to me from the necessities of that section, -the necessities of those people representing a population of over 100,000, really demand that this railroad should be built. The cost of the construction of the road from Washington to the Pautuxent River and from there to Point Lookout will be about \$2,000,000. At this present time we have a capital of \$1,500,000. We want to ask if the State of Maryland for its assistance to the extent of \$300,000 of bonds, and I do not believe that the State would lose a cent of it, because I think the bonds would at once bring par value."

Upon inquiry, Mr. Carr stated the charter of the old road was owned by a man by the name of Watson. Mr. Watson has made an agreement to sell his interest to the syndicate I represent.

Maryland has an interest at the present time. Watson at the present has an authorized capital of \$500,000. He also has bonds for \$500,000, upon which has been something like \$100,000 of bonds issued and outstanding. The State of Maryland is entitled to its percentage of \$500,000 of stock and any pro rata share of any increase of the capital.

Upon inquiry, Mr. Carr further stated that there would not be any doubt that Baltimore would get a great per cent of the business of this section. It would be the outlet of that section of the country. It is a shame that that section has had no such advantages.

By the Governor: There is no question about the State's interest in the construction of the railroad. It is always best, I think, to be perfectly frank, and I do not know but I think I express the sentiment of the others here that there is not very much difference of opinion in reference to the proposition. The first thing that the State ought to know, and what we would like to know before taking any action at all, would be the the certainty of the construction of the road. That would be mine, and I would gamble that the other members of the Board feel the same. What we want is the road. That, everybody in the State is interested in. They want to pull together for a proposition that would result in the construction of the road. What are your hopes with reference to the certainty of the construction of the road?

Mr. Carr: If the State of Maryland will subscribe to \$300,000 of bonds that railroad can be built. We have the capital assured to build that railroad. I understand the Board of Public Works would have to make a recommendation or a resolution to the Legislature, and I think if it would do this its aid would be given.

Governor: We want to be safe that the road would be built. We would not want to make any recommendation unless it was conditioned upon the construction of the road.

Mr. Carr: I do not think we could ask anything different from that.

Governor: If we are assured that the road would be built, and the recommendation conditioned upon that construction,---

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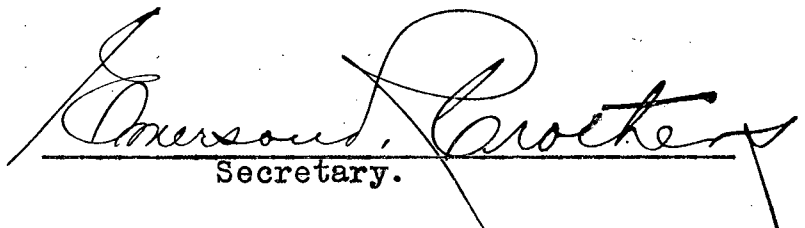
Mr. Carr: I was just about to suggest that whatever action the Board would take could be made on condition that sufficient capital could be produced for the building of the road and construction. I do not expect the Board would recommend anything unless we would build the road. If the State will subscribe \$300,000 of bonds we will build the railroad.

Governor: How soon would you be ready?

Mr. Carr: We would be ready to begin the construction of that in the early fall. I can assure you that if the State would take favorable action looking to the subscription of that amount of bonds that we can build the road. I want to make that statement as emphatic as can be. We will be prepared to show that we can do the rest to your entire satisfaction.

The Board then went into Executive Session.

Upon motion of Mr. Vandiver the Board adjourned.


Secretary.